

Intimations

POR SWATOW, AMOY, AND FOOCHEW.
 The Steamship
 "AZOF."
 Capt. Panchard, will have immediate despatch for
 the above Ports.
 For Freight or Passage, apply to
 HONGKONG & SHANGHAI FRANK & Co.
 at 800 Hongkong, 9th May, 1871.
 NOTICE.
 COMPAGNIE DES MESSAGERIES
 MARITIMES.
 PAQUEBOTS POSTE FRANCAIS.
 THE Company's Steamer
 "VOLGA."
 Capt. Boube, will be dispatched for
 YOKOHAMA (Direct),
 shortly after the arrival of the next French
 Mail.
 Q. BERRAND, Principal Agent.
 at 501 Hongkong, 9th May, 1871.
 NOTICE.
 The undersigned, late Proprietor of the

Masters and Engineers of Steamers, that he has
 commenced Business as a **BOILER
 MAKER, ENGINE AND SHIP-MITH, COPPER-
 SMITH AND BRASS FOUNDER** on the
 new premises called the **PHOENIX IRON
 WORKS**, Spring Gardens, next to Messrs.
 Burns, Livingston & Co.'s Coal Godown; and
 requests that by strict attention paid to business
 of his line, to merit a share of public patronage.
D. ILLINGWORTH.
 Phoenix Iron Works.
 Hongkong, 6th May, 1871. : [2m 503

SEALED TENDERS (in duplicate) marked "Tenders for Painting and Alterations to H.M.S. *Meenah*," will be received at this Office up to noon of the 18th inst., from persons desirous of contracting for the execution of the said work.

The Plan and Specification can be seen, and all further information obtained, at the Royal Engineer Office, Queen's Road, up to the 18th inst., between the hours of 10 and 3 daily.

No Tender will be recognized unless the per-

O. K. CLEEVE,
Assistant Controller
Controller's Office,
Hongkong, 8th May, 1871. 16d 788

THE Notices relating to the Extraordinary Meetings of Shareholders of the HONGKONG HOTEL COMPANY, LIMITED, are hereby withdrawn.

By order,
ED. BAKER,

WANTED,
A HOUSE or portion of a HOUSE on the
Praya Grande, or other good situation
in Macao. If furnished it would be preferred.
State terms and situation to A. G., Daily Press
Office.
682 Hongkong, 22nd April, 1871.

NOTIFICATION.
NIUCHUANG LIGHTSHIP.

lower masts standing, will be moored outside the Bar at Nüchwang as early as possible, not later than the first of May next, on the following bearings:

Tower Head S.S.E. distant 16½ miles, and the outer Bar Beacon N.W. by E ¼ E. 4 miles.

The vessel will be distinguished, from sunset to sunrise, by two bright lights one above the other, at the starboard fore yard arm, shewn from two ordinary mast head lanterns, visible about 3 miles in clear weather.

T. G. LUSON,
Acting Commissioner of Customs

Notices to Consignees.

NOTICE. MS
CONSIGNEES of RZ 5 chests; and MH 4 chests of Persian Opium, ex S. S. *Mongolia*, are hereby informed that the said chests are stored on board the P. & O. Company's receiving hulk *Fort William* at their expense and risk, and that rent will be charged from the 20th ultimo.

A. W. HEDDER

784 Hongkong, 8th May, 1871.
S. S. CRAIGFORTH, FROM LONDON AND
SINGAPORE.
CONSIGNEES of Cargo by the above steamer
are hereby requested to send in their Bill
of Lading for countersignature to the under-
signed, and to take immediate delivery of their
Goods.
Goods remaining in store after the 17th
inst. will be subject to Warehouse Rent.
Arrangement can be made with Messrs. J. B.
Hook, Son & Co. for having goods landed at

BRITISH SHIP CARRY FROM LONDON
CONSIGNEES of Cargo by the above res-
are requested to send in their Bills of
Lading for countersignature to the under-
signed, and to take immediate delivery of their
Goods. Cargo impeding the discharge will be
landed and stored at Consignees risk and ex-
pense.
Consignees of optional Cargo are requested
to give early notice as to the intended destina-
tion of their Goods.

BRITISH SHIP CORNUVIA, FROM LONDON.
CONSIGNEES of Cargo by above ship requested to send in their Bills of Lading for countersignature to the undersigned, and to take immediate delivery of their Goods.
 Cargo impeding the discharge will be a once landed and stored at Consignee's risk and expense.
HOLLIDAY, WISE & Co.
 of 774 Hongkong, 6th May, 1871.
NOTICE

CONSIGNEES or BOND, FINE, and COTTON, shipped by Messrs. Grendon, Toppin & Co. of Bombay, per *Ernest*, are hereby informed that the said bales are landed and stored in the P. & O. Coy's Godown, at their expense and risk.

A. McIVER,
Superintendent.

at 767 Hongkong, 4th May, 1871.

THE following Bales of Cotton have been landed and stored at the risk and expense of the Consignees, who are requested to take

EF (in diamond), } 32 Bales Cotton from Ma
TF } drs to Order.
KM " " 20

C. BERTRAND
Principal Agent
at 768 Hongkong, 5th May, 1871.

THE Ship *Belled Will*, from London, having on her voyage incurred general average expenses, an average bond will be prepared and sent round for Owners' signature, who are in the meantime requested to send in their

11 743 Hongkong, 1st May, 1871.

NOW READY.

BOUND VOLUMES OF THE DAILY PRESS
 FOR THE YEAR 1870. Price \$10.
 Apply at the Daily Press Office,
 Hongkong, 1st February, 1871.

The Daily Press

HONGKONG, MAY 20, 1871.

Amongst those terrible tragedies which are constantly taking place in connection with the Macao trade, has to be recorded. It will be recalled that the ship *Dolores* was recently captured by the Chinese coast-guard, and was taken to the coast-guard station at Macao. This vessel, it appears, sailed on the 14th instant with 600 coolies on board, and two days afterwards it was burnt to the water's edge. Within twelve hours of the capture, the vessel was on fire, and the coolies were on the beach. The crew and eight coolies escaped to Macao in the boat, and fifty other coolies were rescued by a junk and brought on to Hongkong. From the conflicting accounts, however, which are given of the affair, it is impossible to form any definite conclusion. The statement of the crew who have escaped to Macao is diametrically opposed to that of the coolies who have made their way to this place, and until the matter has been fully investigated, we cannot be certain of more than the fact that the ship has been burnt, and that the men above mentioned have escaped. At the same time, although a definite conclusion cannot be arrived at, it is well in the course of the investigation to bear in mind the probabilities that this vessel, like so many others, has been burnt by a set of rascals who are specially engaged in such enterprises; and who, as has been shown in many cases, are found when they have escaped from one ship that has been destroyed, to make their way on to others, and to repeat their nefarious acts. In the face of this being notorious that such things have repeatedly happened, it will be necessary to accept the statements made by the Chinese who have escaped, with great caution, and to look at all times to the possibility of the matter being a trap to catch the crew. At the same time, whatever be the result of the affair, it is one of a terrible nature, and it is to be hoped that the utmost pains will be taken to arrive at the truth with regard to it. It points to the urgent necessity for something being done to put down the coolie trade with a high hand. It is idle to indulge in the speculations and distinctions, when such frightful outrages are of repeated occurrence. Whether in a particular case this may or may not be in fault, whether the catastrophe result from despair on the part of kidnapped coolies, or the diabolical greed of pirates who plan the ransoms, and incendiaries, the fact is established that these awful occurrences are inseparably connected with the Macao trade, and that once in every three or four months we receive reports of hundreds of wretched beings being burnt like rats in a trap at sea—and we know that this takes place, and know that the system which brings it about is radically immoral, and vicious, it is high time that Western nations combined, once and for all, to stamp out a traffic, which is a disgrace to humanity and civilization.

More of our readers have doubtless already observed short notices of a pamphlet on the China question, written by a Shanghai merchant and published in London. As mentioned yesterday, we are in receipt of a copy, and it may be interesting to state that it is understood to come from the pen of Mr. F. B. JOHNSON, of Messrs. JAMES, MATTHEWS & Co.—a fact which is a sufficient guarantee of the soundness of the views expressed, and of the literary ability displayed in the compilation. Mr. Johnson deserves to be congratulated, not only for the present essay, but for the able memorandum which he prepared some time ago for the Shanghai Chamber of Commerce, on the subject of Transit-Duties. These two compilations are sufficient to stamp him as an able, sound, and moderate exponent of the complicated questions connected with foreign intercourse with China, and it is to be hoped that he will continue to devote his leisure moments to writing upon a subject, in regard to which the opinions of competent judges are almost daily becoming more numerous.

The pamphlet commences with a discussion of the present position of affairs, and the events which have led to the present state of affairs. It is stated that the British policy in China is based on the principle of non-interference, and that the Chinese Government is in a position to maintain its independence, and to resist any attempt to interfere with its sovereignty. The author then discusses the various questions which arise in connection with the trade between the two countries, and the rights of the Chinese Government to regulate the trade. He then discusses the various questions which arise in connection with the trade between the two countries, and the rights of the Chinese Government to regulate the trade. He then discusses the various questions which arise in connection with the trade between the two countries, and the rights of the Chinese Government to regulate the trade.

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the recent years of the Taping rebellion had been freely enjoyed, were disallowed by the British Foreign Office, then presided over by Lord Russell. He goes on to point out that when the various Chambers of Commerce have asked for the aid of the Minister to obtain for foreigners and natives the privilege of running steamers on the large rivers and inland lakes, the right of extended intercourse with the interior, of making railways or constructing telegraphs, or of extending, indeed, any other facility to trade, they have invariably felt themselves not only without the support, but beyond the sympathies, of the British Legation.

This line of policy, to be condemned in itself, is pointed out as being the more unjust, because the source of events was such as to render the British Minister's position one which he could not but feel that he was bound to maintain. The British Minister's position was one which he could not but feel that he was bound to maintain. The British Minister's position was one which he could not but feel that he was bound to maintain. The British Minister's position was one which he could not but feel that he was bound to maintain.

The writer then proceeds to sum up the incidents connected with the Tientsin massacre, the Formosa outrage, and other outrages, the particulars of which are already familiar to residents in China, and after pointing out the nature of the international subject from home to the Minister and the Naval authorities, he concludes this portion of the subject with the following remarks:

It is to be considered strange that such a course of policy as this, which has been followed by the Chinese Government, should have been followed by the Chinese Government. It is to be considered strange that such a course of policy as this, which has been followed by the Chinese Government, should have been followed by the Chinese Government. It is to be considered strange that such a course of policy as this, which has been followed by the Chinese Government, should have been followed by the Chinese Government.

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In consequence of the continued indication of the British Government, the British Minister's position was one which he could not but feel that he was bound to maintain. The British Minister's position was one which he could not but feel that he was bound to maintain. The British Minister's position was one which he could not but feel that he was bound to maintain.

An inquest is being held this morning at No. 20, Lyndhurst Terrace, on the body of an Indian merchant, named Abolola Deyi, who died on the 14th instant. The inquest was held at the residence of the deceased, and was attended by a large number of witnesses. The evidence was given by a large number of witnesses, and the jury returned a verdict of natural causes.

SUPREMACY COURT.

THE HON. CHIEF JUSTICE SMITH, in ADMIRALTY.

The Attorney-General appeared for the owner of the *Yolo* to object to the report of the collision. The Chief Justice, in reply to the objection, said that the report was a statement of facts, and that it was not a statement of opinion. He then allowed the report to stand, and the case proceeded.

The Chief Justice then proceeded to give his judgment in the case. He said that the collision was caused by the negligence of the crew of the *Yolo*, and that the crew were liable for the damages. He then gave judgment in favor of the crew, and awarded damages to the owner of the *Yolo*.

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LATEST TRAGEDY OF THE COOLIE.

TRADE.

Yesterday intelligence arrived from two sources of the burning of the coolie ship *Don Juan*, which left Macao on the 14th inst., with a cargo of coolies for Peru. The information came from Macao, to which the crew, together with eight coolies, had escaped, and "was" also from the ship's crew, who had been rescued by a junk which was passing, and brought on to this port. It is to be noted that a report was spread about the fact that the ship was burnt, and that the crew were rescued, and that the ship was burnt, and that the crew were rescued.

The *Don Juan* was only permitted to convey a cargo of coolies upon her change of flag. As the *Don Juan* was only permitted to convey a cargo of coolies upon her change of flag, as the *Don Juan* was only permitted to convey a cargo of coolies upon her change of flag, as the *Don Juan* was only permitted to convey a cargo of coolies upon her change of flag.

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tion to a distant land; and, moreover, with the numerous troops at their disposal, they hope to be able to force the Chinese to accept of the terms of the Convention. The Chinese Government, however, is in a position to resist any attempt to interfere with its sovereignty, and to maintain its independence.

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THE ROAD TO ANABOHO.

(Full Mail Gazette.)

The political theories of the Conservative and Democratic parties in the principal countries of the world have been the subject of a series of changes which have been very little understood. It is to be noted that a series of changes which have been very little understood.

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Call Gazette—Continued

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